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HONGKONG, SATURDAY, MAY 24, 1902.

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Of Highest Quality, & Having Greatest
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THE property of Offices who have left this Station.

The property of CAPTAIN PYE, CHESTNUT, INDIAN COUNTRY, RED GELDING, Rising 8 years, Height 13.2. Very kindly Polo Pony, was recently played in India. Good jumper; Small mouth. Beloved sound.

Price \$150 (open to offers).

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Hongkong, May 23, 1902. 1164

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Hongkong, September 28, 1901. 2097

FOR SALE

ONE EDISON KINETOSCOPE (New) with Appurtenances complete.

On View at the Office of THE AMERICAN TOBACCO CO., 4 Queen's Road.

Hongkong, May 20, 1902. 1681

Intimations.

NOTICE.

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GODDARD & DOUGLAS,

Hongkong, May 23, 1902. 1168

LOST.

LOST, between PEAK and WAI SHING'S Store, Queen's Road, a GOLD SCARF PIN with PEARL.

REWARD on returning to J. F. M.

6 Des Voeux Road.

Hongkong, May 23, 1902. 1162

CORONATION CELEBRATION FUND.

THE Underwriters will be pleased to receive SUBSCRIPTIONS towards the above FUND. LISTS may be found at HONGKONG HOTEL, HONGKONG CLUB, HONGKONG DISPENSARY, MESSRS. LANE, CRAWFORD & CO., KELLY & WALSH LTD., W. BREWER & CO., and at the various Banks.

J. R. M. SMITH,

Hon. Treasurer.

Hongkong, May 7, 1902. 973

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Pumps, Packings, General Stores and Engineers' Tools of Every Description.

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W. S. BAILEY, MANUFACTURER.

CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.

PLANS, SPECIFICATIONS AND TENDERS.

Consulting and Superintending Engineers and Surveyors. 2433

NOTICE.

NOTICE is hereby given that TSE 謝 FUK SHING, TSE 謝 SAU SHING, TSE 謝 KU KWONG, and LEUNG 南 WO 和, from the 29th April, 1902, ceased to be partners in the TSE 謝 KWONG.

MOW 茂 Contractors' shop in No. 29, Wellington Street, having on that day transferred their shares and all privileges in connection therewith to TSE 謝 KI 謝 and others, and that TSE 謝 KI 謝 and others have taken over the contractor's shop and continue business under the same name in No. 29 Wellington Street. All debts contracted by the old partners above-mentioned and their liabilities are limited to them and all future profits and loss will affect them.

The public are also informed that there are other building contractors trading under the name of KWONG 茂 MOW 茂 Company which is not connected with the undersigned, and all customers are requested to make the distinction.

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Tickets:

HON. J. H. STEWART LOCKHART, C.M.G.

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Hongkong, January 2, 1902. 7

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Blue Label Special Blend. WHISKY

at ... \$12 per doz.

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is served absolutely of all deleterious matter.

THE CREME DE LA CREME OF WHISKIES.

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Salary \$25 per month.

Hongkong, May 17, 1902. 1063

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to DIRECTOR of PUBLIC WORKS.

SABAHAN.

Hongkong, February 3, 1902. 256

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Hongkong, May 20, 1902. 1060

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Guinness' Stout.

Per Carton of Sixteen pints, \$23.00.

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To be obtained at all Stores, CHINATOWN, &c., throughout HONGKONG, CHINA, and JAPAN.

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SCOTCH WHISKY DISTILLERS.

By Appointment to

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LANE, CRAWFORD & CO., Hongkong.

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Why:

A cup of BOVRIL, so readily prepared, is the best stimulant that can be had—refreshing, nourishing and strengthening. It prevents a dull, weary

feeling.

It prevents a dull, weary

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Intimations.

LEA & PERRINS' SAUCE.

Purchasers are requested to see that every bottle bears upon its RED LABEL, the signature in WHITE of Lea & Perrins. None is the original and genuine Worcestershire without this. Persons infringing this label will be prosecuted.

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ENRICHED 20 PER CENT. WITH CREAM.



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For Old Wounds,
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an effect of this Standard Phosphoric acid in the nervous system and intellect, all miserable feelings and distressing pains disappearing with a rapidity as really marvelous.

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Falling Hair

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The constant of CUTICURA SOAP, to cleanse the skin of oiliness and sebum, soften the thickened cuticle, CUTICURA Ointment, to instantly relieve irritation, and inflammation, and cool the sensitive parts, to cool and cleanse the blood. A strong soap is often sufficient to cure the severest humours, when all other remedies fail.

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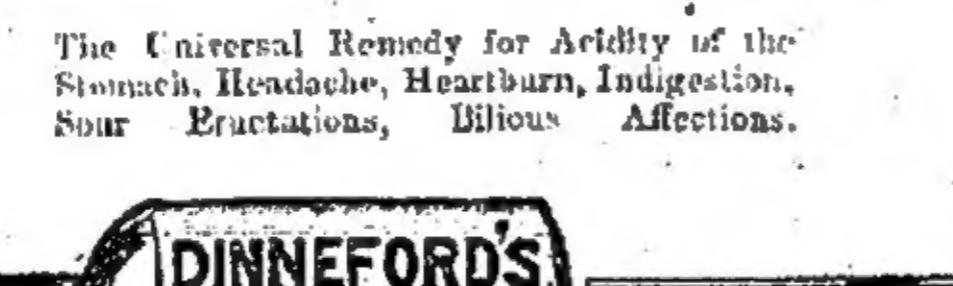
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A UNIQUE FEATURE of the "Bangkok Times" is its Siamese version. Thus the advertiser is enabled to talk as it were with the Siamese in their own tongue without knowing one word of it, the "Bangkok Times" doing the translations required.

Literary communications should be addressed to the EDITOR. Business communications to the MANAGER. Cheques and Post Office Orders in favour of MANAGER, "Bangkok Times."

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Price 50 Cents.

To Let.

To Let.

OFFICES in GROUND FLOOR of Des Vaux Road and Ice House Street. For particulars, apply to THE MEDICAL HALL, 79, Queen's Road Central.

No. 8 Queen's Road West, Hongkong, March 8, 1902. 510

338

TO LET No. 102A and 104 Praya East. Apply to J. P. MADAT, Victoria Hotel, Hongkong, May 12, 1902. 1011

TO LET.

SANG KEE,
Comptroller's Department,
JARDINE, MATHERSON & CO.NOS. 5, 6, 7, 8, 13 and 15, MORRISON HILL ROAD (facing the Race Course).
Apply to HONGKONG & KOWLOON LAND & LOAN CO., LTD. No. 8 Queen's Road West, Hongkong, May 14, 1902. 1030

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GODOWNS at WANCHAI Suitable for Storage of Yarn.

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TO LET.

TWO or THREE LARGE ROOMS,
suitable for OFFICES, on first floor
of No. 1, Ice House Lane.

Apply to THE MANAGER, HONGKONG ICE COMPANY, LTD. No. 1, Ice House Lane, Hongkong, April 30, 1902. 925

TO LET.

HOUSES to Suit all requirement.

FURNISHED HOUSE to Let with IMMEDIATE POSSESSION:
1 ELLIOTT CRESCENT—8 Large ROOMS. Furnished or Unfurnished.The undersigned will be glad to undertake the letting &c. of Houses for Owners.
S. A. SETCH, Care of MESSRS. ARRATTON V. APTEK & CO., 1016 45 Wyndham St., Tel. 332.

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FURNISHED SITTING-ROOM and BED-ROOM, with KITCHEN, PANTRY and BATHROOM; \$65 per Month, including Gas, PLEASANT VIEW and HEALTHY.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. 45 Wyndham St., Tel. 332. Care of CHINA MAIL Office, Hongkong, May 21, 1902. 1087

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**Furniture
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DRAWING-ROOM,
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and BEDROOM
FURNITURE.

ELECTRO-PLATED,
GLASS and
CHINA WARES.

PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.

WM. POWELL,
LIMITED,
28 & 34, Queen's Road
(Opposite Hongkong Hotel and Post Office).

Telephone No. 135.



MARK

D. C. L. GIN,**OLD TOM and****DRY.***The Finest London Gin on this Market.*

\$7 50 per dozen.

*Sale Agents.***H. PRICE & CO.,**
433, 12, Queen's Road.**MEMOS. FOR MONDAY.****Auction.**

2.30 p.m.—Auction of Household Furniture, at Mr Gen. P. Lamont's Sales Rooms.

Meeting.

5.15 p.m.—Meeting of Members of the Hongkong Bible Association, at Voluntar Headquarters.

General Memoranda.TUESDAY, April 27.—Goods per *Sailor Man* not cleared this date subject to rent.WEDNESDAY, May 28.—Goods per *Tirso* undelivered after this date subject to rent.THURSDAY, May 29.—Goods per *Chusan* not cleared at 4 p.m. this date subject to rent.GOODS per *Syren* undelivered after this date subject to rent.GOODS per *Shamian* undelivered after this date subject to rent.GOODS per *Archimedes* undelivered after this date subject to rent.

FRIDAY, May 30.—11 a.m.—Meeting of Shareholders of A. S. Watson & Co., Ltd., at the Company's Offices.

BICYCLISTS

SHOULD never start without a bottle of Chamberlain's Pain Balm in their tool bags. This liniment is excellent for all flesh wounds and sprains. One application gives relief. Try it. For sale by All Dealers; WATSON LTD., General Agents.

**A. S. WATSON & CO.,**
LIMITED.

Established A.D. 1841.

AERATED**WATERS****DRESSMAKING****A SPECIALITY.**

All cutting executed by an experienced Dressmaker.

Parisienne and English Millinery

Always in stock. Orders receive European Supervision.

Just received

Large stock of White and Colored Muslin Curtains; also, White and Eru Laces Curtains.

Frilled Muslins by the yard. White, with Colored Frills, quite new designs, very effective.

NEW MILLINERY.**NEW MUSLINS.****NEW SUMMER DRESS GOODS.****ENGLISH EXPERTS**

Manage our Factories and their practical knowledge and constant supervision enables us to produce waters of unrivaled excellence and purity.

A. S. WATSON & Co., Limited.**THE HONGKONG DISPENSARY.**

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BIRTH.
At Tal Tien, Bangkok, on the 12th May, the wife of *AAKE JONSEN*, of a Son.

For the publication of this issue commenced at 5.25 p.m.

The China Mail.

HONGKONG, SATURDAY, MAY 24, 1902.

A previous article, we dealt with the subject of drains in relation to the prevalence of plague in Hongkong. Mr Osbert Chadwick, the Draining Expert, has given the emphatic opinion that the separate system—i.e. it has been called—is not responsible for the introduction of plague into Hongkong nor for its continuance as an endemic disease. In Professor Simpson's preliminary reports, we find no reference to this point, so we may presume he is willing to accept Mr Chadwick's opinion on that branch of their enquiry. A careful perusal of the reports of these gentlemen forces us to the conclusion that the chief cause of the insanitary condition of Hongkong is overcrowding. The overcrowding is self-evident. Few Europeans ever venture into the slums of China-town, and are therefore not personally acquainted with the terrible condition of that part of the city. From personal investigation of the alleys, lanes and streets of the more densely populated parts, we are of opinion that, in spite of the good work accomplished by the Medical Officer of Health and the Sanitary Board, the overcrowding to-day is as bad as ever it was in 1894. Not only so, the tendency to pile additional storeys upon old houses in other parts of the city is rapidly converting these comparatively healthy into insanitary districts, and the need for the new Building Ordinance, which will deal with this important question, is becoming daily more urgent.

It may seem unnecessary to emphasise what is self-evident. But it is not given to everyone to visit slumdom, and for the benefit of those good people we call some statements of fact from the Export Reports. Dr Simpson says: "In the older part of the town, there is a greater population per acre than in any town in the East I am acquainted with. In No. 5 District, for instance, there is over 848 persons per acre, which is more than three times the worst and most crowded area of Calcutta. Apart from too many houses being erected on too small a space, the evils attendant on the overcrowding of a dirty class of people are accentuated by the kind of buildings erected. It is possible to erect high buildings which are sanitary, but in Hongkong the houses are insanitary in structure and design, and also high. The proximity of the older houses to one another obscures sunlight, and the internal structure of the houses, apart from cubicles, further darkens the rooms, so that it is often not until one reaches the second or the top story that there is a sufficiency of air and light to secure a healthy habitation. It is in these dark rooms and shops that rats and human beings have a common habitation. The endemicity of plague in Hongkong, as distinguished from re-infection, is kept up mainly by infected rats in the godowns and stores and in these dark and insanitary places." In another part of his report, Dr Simpson says: "The verandah still further obstructs the light. . . . The projection of these several-storyed masonry verandahs over public streets is a curious privilege or custom that has arisen in all streets over 50 feet in width. It is tantamount to the Government making a present of a certain amount of land for habitable purposes—for most of these verandahs are practically rooms to every builder of a house. On the Praia, it is a gift of 10 feet for 80, but in some parts of the town the proportion of land given is greater. . . . It seems as if the builder gave nothing and received a good deal." In his annual report for 1901, Dr F. W. Clark, the Medical Officer of Health, writes:

I have in previous reports called attention to the acute surface crowding which exists in the more central districts of the City. District No. 5 shows more than 800 persons to the acre while Districts 6, 9, 4, 8 and 7 are far too densely packed with human beings, and it is essential to the welfare of this Colony that a remedy should be speedily found and put into operation for the insanitary condition. So far as I have been able to ascertain, there is no other City in the world which has 120 persons to the acre, and yet this is the density of population of the City of Victoria, as a whole, that is to say including all the vacant lands, and the villages, Royal Courts and Commissaries in No. 1 Health District, the Public Gardens, and all the vacant Military land in Nos. 2 and 3 Health Districts, and all the unoccupied hill-side below the upper limit of the City. Health Districts (i.e. about 450 feet above high

water mark) Glasgow which is the most densely crowded of the large cities of the United Kingdom has but 61 persons to the acre. It will also be seen from the first table that Health Districts 2 and 9, in which districts the outbreaks of Bubonic Plague almost invariably commence again are the most severe, show the greatest number of occupants per floor, namely 9.1 as compared with an average for the City of 7.6; this, in itself, is excessive, although still within the limit of thirty square feet of floor space per person, which is at present legally required in any dwelling in the Colony, except within the European District Reservation area, where each person must be allowed one thousand cubic feet of air space—thus necessitating a large floor area.

Mr Chadwick says: "I have no hesitation in stating that as regards overcrowding the present conditions of Victoria are, generally, rather worse than better than they were in 1892. As regards cubic capacity per individual they are about the same; but as regards ground area the conditions are worse, owing to the great number of lofty houses that have been built during the past twenty years—or less. Many of the old rookeries in the centre of the town exist in a state little different to that which I described in 1892. Even the new buildings on the Praia Reclamation are, as regards construction, scarcely less insanitary than the old." These are the opinions of our Sanitary Experts. There is no ambiguity in their statements. The much-abused man-in-the-street can understand the full purpose of these statements. It means that Hongkong has been insanitary since 1892, and is probably worse now than it was then, simply because surface overcrowding is more accentuated now than it was in 1892. The property owners are making money at the expense of the Colony, and the commercial interests of the port are being jeopardised because, hitherto, the property interests have been able to exercise their influence in high places. We might have quoted many more passages from the Expert Reports bearing on insanitation and overcrowding. Space will not permit of this, but when the new Building Ordinance come up for discussion in the Legislative Council the members will find in these reports many reasons and arguments for the early adoption of drastic legislation.

We have no desire to stir up the mud of petty local differences; but no one can read Mr Chadwick's preliminary report alongside of Professor Simpson's without being impressed with the fact that it is a complete justification of the public petition last year to Mr Chamberlain, the Secretary of State for the Colonies. No good will come of discussing now who is responsible for the present insanitary condition of the Colony; therefore, we merely mention in passing the petty attempt of three Government officials to foist the burden of responsibility—not off their own shoulders so much as off the shoulders of their predecessors—upon the local Press and the so-called public representatives in the Legislative Council. Mr Chadwick very properly calls attention to the seemingly conflicting interests of the property-owning and commercial classes stating that "during the past twenty years, numerous Building Ordinances drawn up by the professional advisers of the Government have been brought before the Legislative Council, but in each case many salutary provisions have been withdrawn or emasculated at the request of the Unofficial Members of Council representing the landed interest; but he is careful to add: 'The Government has hesitated to use its official majority. We mention this merely to indicate how Mr Chadwick apportions the blame for past sins of omission. It is perfectly clear that the present Ordinances are inadequate to enable the Government to enforce the construction of sanitary dwellings. It is the duty of the Legislative Council to give the Government these powers. Besides this, the community and the Government must be prepared to face a wholesale scheme of reconstruction for the city of Victoria. Mr Chadwick is of opinion that 'nothing short of the general resumption of insanitary tenements and their entire reconstruction will bring about any thorough improvement in the sanitary condition of Hongkong.' This raises the question of compensation, and we are pleased to see that he hints that the full value of insanitary property so ruined, should not be computed upon the rack-rent. For our own part, we would give the owners of insanitary property very scant consideration. They have already involved the Colony in great loss of life and money, throwing the whole burden, in most cases, upon the Colonial treasury. With this subject of compensation we hope to deal in future article. The Experts should be able to give the Government some useful advice on the principles upon which compulsory resumption and compensation are based in the great municipalities of England and Scotland, and the special legislation required in Hongkong."

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Mr Chadwick says: "I have no

LOCAL AND GENERAL.*NOTES BY THE WAY.*

Mr Bruce Webster, who takes charge of the New York branch of the Chartered Bank, left Hongkong on the 14th inst.

Colonel Heron, senior ordnance officer at Aldershot of the First Army Corps, has been appointed chief ordnance officer at Hongkong.

74,479 persons paid for admission to the Crystal Palace to witness the final tie for the English Cup. Sir Thomas Lipton was one of them.

H. B. M.'s Consul at Saigon has wired that twelve days' quarantine will be imposed on arrivals at Saigon from Hongkong on account of bubonic plague.

The Southern section of the Peking-Hankow Railway is now open up to Sin Yang, in Henan, and the Station has been built at Sin Yang, to which traffic is now extended.

A store may succeed without advertising—succeed in spite of the lack of good advertising. And another thing: newspaper advertising is not the only good form of advertising.

Mr John Barrett, the St. Louis World's Fair Commissioner-General to Asia and Australasia, left San Francisco for the East on the 23rd April. He expects to be in Hongkong at the end of July.

Our old friend, Dr F. C. Rieloff, who was Consul-General for Germany in Hongkong and was invalided in very bad health, is now Imperial German Consul at St. Louis, U.S.A., which is just now booming.

The British Military Attaché, Colonel de Poer Beraford, left St. Petersburg on 17th April on a three months' journey in the Far East. He will travel by the Siberian and Manchurian railways, and will spend some time at Vladivostock and at Port Arthur before proceeding to Japan.

"Loyal's" letter cannot serve any useful purpose, and is, therefore, not published. We sympathise with the writer's views, and can only express our regret that what he says is true, but "growing" in public will not help matters, and not only looks bad in a cosmopolitan Colony like Hongkong but might have an injurious effect.

RATING OF TENEMENTS.

His Excellency the Officer Administering the Government has fixed the rateable value of \$20 per annum as the minimum amount below which tenements shall not be rateable from the 1st day of July next.

HAWKERS' LICENSES.

The present system of collecting hawkers' license fees quarterly was adopted in Hongkong in 1894, when the revenue derived was \$4,497. Since then there has been a steady and remarkable increase, the total revenue for 1901, just made known, amounting to \$10,900.

KOWLOON SCHOOL.

We hear that the local Navy League authorities have decided to offer two prizes of \$30 and \$10 respectively for competition among the pupils of Kowloon School. The prizes will be awarded on the results of a simple test paper, which will be set at the end of the Summer Term, on the subject of the British Navy. We cannot help thinking that this is a peculiarly happy idea of the Navy League Committee, and we hope that their generosity will stimulate the British youth to acquire a thorough working knowledge of the size, importance and history of our Navy.

DISTRICT WATCHMEN.

During 1901, the District Watchmen were instrumental in bringing 175 cases before the Magistrate. The contributions to the fund totalled \$12,647 as against \$10,598 in the previous year. The expenditure was \$12,697 as against \$12,804 in the preceding year. The balance at credit on 31st December was \$897.07. Although the pay was increased in 1897, it is found to be insufficient to attract and keep good men. In a force of 70 there were 8 dismissals and 11 resignations during the year. A contract has been entered into for the building of the Central Watch House on the Taipingshan Resumption Area at a cost of \$12,000; the building to be completed by 31st July.

HORRIBLE ACCIDENT AT TAKU.

An accident of a shocking description which occurred at the South Fort, Taku, is reported by the *China Times*. During the work of the fort, coolies were engaged in digging deep down in order to raise the piles that had been driven by the Chinese in the course of construction of the fort. When a sufficiently deep hole had been made, three men went down to help to lift the piles away. While they were doing so, the earth being of a loose sandy nature and the hole deep and abrupt, the ground caved in and buried the three coolies up to their necks. Being flooded into the water rose and rapidly closed in over the three unfortunate men, in sight of the others, who were unable to extricate them in time. They died a terrible death, helplessly watching the water come up till they were drowned inch by inch. The men who employed the coolies were Chinese contractors who is leveling the South Fort under direction of the French.

LOCAL AND GENERAL.*HON. T. H. WHITEHEAD.*We understand that the Hon. T. H. Whitehead leaves for England by the *Empress of China* on the 4th of June. He will be entertained at a farewell banquet by the Chinese community on the 3rd prox.**HONGKONG CHRISTIAN UNION.**

The usual weekly prayer meeting will be held on Monday at 6.15 p.m. in the room of the Union, 13 Beaconsfield Arcade. The Rev. Dr. C. R. Hager will preside. Immediately after this a meeting of the Committee will be held.

POLICE CHANGES.

Inspector Gauld has been transferred to the Central Police Station, and Inspector Williamson to Tsingtau to take charge of the land police. Chief Detective Inspector Hanson left to-day for England, Inspector Culibert taking his place till his return in about nine months.

PLAGUE.

Out of 5 fatal plague cases reported during the past twenty-four hours, 3 were found in the street—two near the godown at 167 Water Street, one beside Queen's Buildings on Connaught Road, and one at the No 11 bridge on the Aberdeen Road. The other two cases occurred at 297 Queen's Road West and 5 Sun Wai Lane.

CAPTAIN JELLINEC'S APPOINTMENT.Refferring to Captain Jellicoe's new appointment, *The World* says: "Captain Jellicoe's appointment as Naval Assistant to the Controller of the Navy, which has been some time talked about, is now approved, and the favour with which the official announcement has been received, is perhaps the surest guarantee of the gallant officer's fitness for a post which will entail, of course, much hard work and responsibility."

SATURDAY, MAY 24, 1902.

THE CHINA MAIL.

TELEGRAMS.

[CHINA MAIL'S SPECIAL SERVICE.]

PEACE PROSPECTS.

ANOTHER CABINET MEETING.

BRITISH GOVERNMENT DICTATES TERMS.

Termination of War Expected.

(From Our Own Correspondent.)

London, May 24, 12.5 a.m.

Another fully-attended Cabinet Council was held yesterday to consider despatches from South Africa relative to the peace negotiations between the Boer delegates and Lord Milner and Lord Kitchener.

After prolonged consideration, a decisive message was sent to the Boer delegates embodying the only conditions upon which the British Government is prepared to agree to a suspension of hostilities.

Great divergence of opinion prevails in the Press and throughout the country as to the prospects of peace being arranged; but the consensus of opinion is hopeful.

(The British Cabinet is at present composed of the following:—Marquis of Salisbury (Prime Minister and Lord Privy Seal), Earl of Halsbury (Lord High Chancellor), Duke of Devonshire (Lord President of Council), Sir M. E. Hells-Bach (Chancellor of the Exchequer), Mr. C. T. Ritchie (Home Secretary), Marquess of Lansdowne (Foreign Secretary), Mr. Joseph Chamberlain (Colonial Secretary), Hon. St. John Brodrick (Secretary for War), Lord George Hamilton (Secretary for India), Lord Balfour of Burleigh (Secretary for Scotland), Earl of Selborne (First Lord of Admiralty), Mr. A. J. Balfour (First Lord of the Treasury), Earl Cadogan (Lord Lieutenant of Ireland), Lord Ashbourne (Lord Chancellor of Ireland), Mr. G. W. Balfour (President, Board of Trade), Lord James of Hereford (Chancellor, Duchy of Lancaster), Mr. W. H. Long (President, Local Government Board), Mr. R. W. Hamburg (President, Board of Agriculture), Mr. A. Akers-Douglas (Works and Public Buildings), Marquess of Londonderry (Postmaster General).

[REUTER'S SERVICE]

THE ERUPTIONS IN THE WEST INDIES.

St. Vincent Again Affected.

London, 22nd May, 1902.

The latest eruption of Mount Pelee in the island of Martinique is more violent than that of the 8th instant. Enormous stones thrown up by the volcano have completely razed the ruins of the town of St. Pierre.

The volcano at St. Vincent is again active, and the remaining inhabitants of the island are also in a panic.

PEACE PROSPECTS.

There will be a meeting of the British Cabinet to-morrow, it is presumed in connection with the peace negotiations.

PRESIDENT LOUBET'S VISIT TO RUSSIA.

President Loubet has arrived at St. Petersburg. He paid a visit to the Cathedrals of St. Peter and St. Paul, and was greeted with burials and intense enthusiasm from the immense crowds assembled.

THE MARTINIQUE DISASTER.

The French Government has cabled to the administrator at Martinique enquiring if he recommends the evacuation of the island; and if so, what are the means at hand available.

HAVING been confined to the house for some time with influenza, and bronchitis, and tried several medicines with very little success, I thought I would try a bottle of Steamer's Wine of Cod Liver Oil, and am glad to tell you I feel considerably stronger for it, and have gained flesh. I think it is a splendid preparation, pleasant to take and easy to digest. I shall recommend it to any of my friends, as so many people will not take Cod Liver Oil on account of the taste, which is imperceptible in your excellent wine.

M. A. T. GODDARD,

Prince's Road, Harrow, Middlesex, England.

Wholesale from A. S. Watson & Co., Ltd., Hongkong.

CHINA LIGHT AND POWER CO. LIMITED.

THE KWANGSI REBELLION.

The French Menace.

The first annual meeting of the China Light and Power Company, Ltd., was held today. Mr. R. Shewan, Chairman, presided, and the others present were—Messrs. D. E. Brown, J. H. Lewis and Fung Wa Chuen.

The Chairman said—Gentlemen:—As the Reports and Account have been printed and in your hands for some time past, we will now take them as read. The result of the year's work at Canton is a shortage of \$7,378.23, and, taking all things into consideration, and the difficulties we have had to encounter there, I do not think this is at all unsatisfactory. Those who are familiar with the management by Chinese of industrial concerns like this can alone form some idea of the state of utter neglect and confusion that we found the place in when we took it over, and much time and money had to be spent before we could get things into anything like proper working order. When this was done, our next care was to add another engine and generator to be a reserve in case of accident, and also another motor. The Old Company had only one generating set, and the current was thus breaking down our customers had simply to go without the light if this was required. We are very cramped for room at the Factory, but we have made the most of what we have there, and we have kept room for one more engine and generator, which we shall no doubt require in course of time. To eke out the space, we have bought a small piece of ground, about 25 feet by 75 feet, near the Station, which will be very useful to us. All these changes and improvements took time, and we have to thank our customers at Canton for the patience with which they have borne frequent break-downs, which were almost invariably the result of the careless and incompetent manner in which the works appeared to have been run by the former proprietors. But, in spite of all these difficulties steadily pushed in the direction of new customers, and, to give you an idea of our progress, I may tell you that against 225 Chinese and 300 foreign lamps on the 28th February last year we had 1,240 Chinese and 1,150 foreign lamps on the 26th of February this year. We are now covering our expenditure at Canton, and as our output increases, then our expenses will diminish in proportion and leave a good margin of profit. But it is only by closely studying our expenditure that this result can be reached. Our coal consumption, to mention one item as an instance, has been excessive, and this was to be expected, as at first the Station was running with a very light and wasteful load, there was only one boiler, which could not be kept properly cleaned, and, finally, the storage for coal was bad, so that we could not prevent it from being damaged. All these points are being attended to and remedied, and we have now added a Condenser and Fuel Economiser which will make a material saving of coal. Besides the Electric Lighting Machinery at the Station, we have a large pump for forcing water to the site through a line of water mains for fire extinguishing purposes in the City of Canton. As the danger of fire is greatly feared in Canton, we hope in time to increase this service of water mains and derive a steady income from them, the cost of working the pump not being very great. Of course, there have been the usual difficulties in starting a plant were Chinese who have to be newly trained for the work are employed, aggravated in this case by the situation of the Station in the midst of Chinese and remote from any foreign influence; and much credit is due to our Manager, Mr. Badley, for the patience and determination with which he faced these obstacles and set himself to teach and train the native workmen. As a general rule, the Chinese do not have a complete installation made in any house or shop, but have a light put in where they remain, otherwise burn a kerosene lamp all night. The present installations average three 10-candle power lamps each, but as consumers become more accustomed to the light and as we print that it is more to be depended upon, we feel sure our customers will become more generous in their installations. No installation has yet been made in any of the Official Yards as they are remote from our present main, but, as lines are extended to within reach of the Yards, there is every probability that the officials will take the opportunity of having electric light installed, the ever constant dread of fire being a great factor in our favor. So much for Canton, where I think we have seen the worst of our troubles. As for Kowloon, we are still in the hands of the contractors, and the work has dragged along and not been done, as only the Chinese contractor knows how not to do it. Every kind of threat and pressure has been used to urge on the work, but to little purpose, and it is still a case of hope deferred and excuse after excuse for men not being employed. However, the end is approaching, and we have some hopes that, in three months' time, we shall have the machinery all installed and the works running. We have a valuable piece of ground of about \$6,000 square feet on the Des Voeux Road, and although the plant is not present only on a very moderate scale, provision is made for any future additions and extensions. With the uncertainty as to when we should be ready, we have not made any contracts, but we have little doubt that, when the time comes, the English contractors know how to do it.

Sergeant Watt was then seated and retired.

Acting Captain Superintendent Bodley thanked Mr. May on behalf of the Force for the fine gesture gift he had made to him.

He should have liked to have given an account of the many reforms and the good work accomplished by Mr. May during the time he was Captain Superintendent of Police, but such an account would take up too much time, and, besides, he could do it only very inadequately. He could not let the occasion go by, however, without expressing their regret at losing Mr. May's very good examination indeed. His only regret was that the winner had not more than Sergeant Watt.

Sergeant Watt died on June 1st, 1901.

At this stage, Sergeant James Watt was called to the front, and Mr. May, in handing over the watch, expressed the pleasure it gave him personally to present the First May Memorial Prize to one who had passed a very good examination indeed. His only regret was that the winner had not more than Sergeant Watt.

Sergeant Watt then saluted and retired.

The proud possessor of a magnificent gold hunting watch specially selected in London by the donor.

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hunting watch specially selected in London by the donor.

Acting Captain Superintendent Bodley

thanked Mr. May on behalf of the Force

for the fine gesture gift he had made to him.

He should have liked to have given an account of the many reforms and the good work accomplished by Mr. May during the time he was Captain Superintendent of Police, but such an account would take up too much time, and, besides, he could do it only very inadequately. He could not let the occasion go by, however, without expressing their regret at losing Mr. May's very good examination indeed. His only regret was that the winner had not more than Sergeant Watt.

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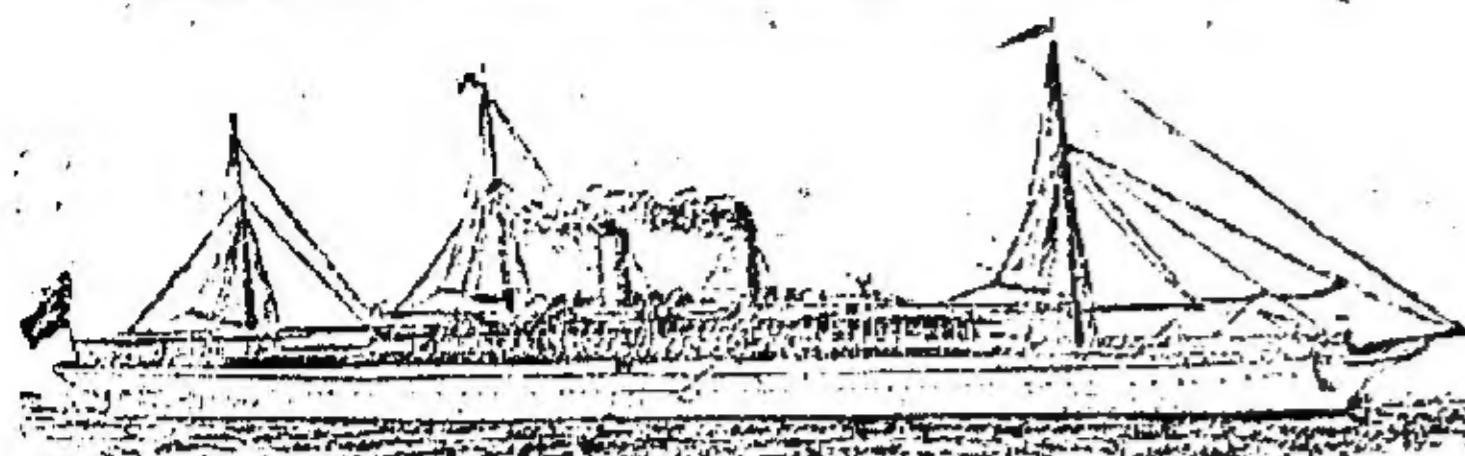
thanked Mr. May on behalf of the Force

THE CHINA MAIL.

SATURDAY, MAY 24, 1902.

Shipping.

**CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.**



THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Call of SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, S.C.-
SAFETY-SPEED-PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

R.M.S. *EMPEROR OF CHINA*, Comdr. R. ARCHIBALD, R.N.R., Wednesday, June 4.
R.M.S. *TARTAR*, Comdr. E. BETHAM, R.N.R., Wednesday, June 21.
R.M.S. *EMPEROR OF INDIA*, Comdr. O. P. MASSIE, R.N.R., Wednesday, June 25.
R.M.S. *EMPEROR OF JAPAN*, Comdr. H. PYM, R.N.R., Wednesday, July 16.
R.M.S. *ATHENIAN*, Comdr. H. MOWATT, Saturday, July 26.

The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous ISLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER, B.C., in 12 DAYS, covering THREE DAYS to a WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALACE OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALACE STEAMSHIPS, second to none in the World, the LUXURIOUSNESS OF ITS PLANS-CONTINENTAL TRAINS, the Company having received the highest award for same at recent Chicago World's Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

Special Extra Service.

The Company's Extra Steamships "ATHENIAN" and "TARTAR" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings.

In addition to the usual First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unparalleled in the Pacific, and also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to:

D. E. BROWN, General Agent,
1112 Hongkong, May 22, 1902.

**HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.**

OSTASIASTISCHER FRACHTDAMPFER DIENST.

Carrying Cargo through JOHN TO ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LUGOON, LIVERPOOL, GLASCOW, TRIESTE, GENOA, PORTS in the Levante, BLACK SEA and Pacific Ports; North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. *Sophia*, Capt. BREWSTER, 14th June, 1902 Freight.

FOR HAVRE AND HAMBURG,
CALLING AT SINGAPORE AND PENANG.

S.S. *Sophia*, Capt. BREWSTER, 15th June, 1902 Freight.

FOR HAVRE AND HAMBURG,
CALLING AT SINGAPORE AND COLOMBO.

S.S. *Sophia*, Capt. BREWSTER, 16th July, 1902 Freight.

FOR HAVRE AND HAMBURG,
CALLING AT SINGAPORE AND PENANG.

S.S. *Nambit*, Capt. SCHMITZ, 17th July, 1902 Freight.

FOR HAVRE AND HAMBURG,
CALLING AT SINGAPORE AND COLOMBO.

S.S. *Nambit*, Capt. SCHMITZ, 18th July, 1902 Freight.

FOR HAVRE AND HAMBURG,
CALLING AT SINGAPORE AND PENANG.

S.S. *Nambit*, Capt. SCHMITZ, 19th July, 1902 Freight.

FOR HAVRE AND HAMBURG,
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S.S. *Nambit*, Capt. SCHMITZ, 20th July, 1902 Freight.

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S.S. *Nambit*, Capt. SCHMITZ, 21st July, 1902 Freight.

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S.S. *Nambit*, Capt. SCHMITZ, 25th July, 1902 Freight.

FOR HAVRE AND HAMBURG,
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S.S. *Nambit*, Capt. SCHMITZ, 26th July, 1902 Freight.

FOR HAVRE AND HAMBURG,
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S.S. *Nambit*, Capt. SCHMITZ, 27th July, 1902 Freight.

FOR HAVRE AND HAMBURG,
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S.S. *Nambit*, Capt. SCHMITZ, 28th July, 1902 Freight.

FOR HAVRE AND HAMBURG,
CALLING AT SINGAPORE AND PENANG.

S.S. *Nambit*, Capt. SCHMITZ, 29th July, 1902 Freight.

FOR HAVRE AND HAMBURG,
CALLING AT SINGAPORE AND COLOMBO.

S.S. *Nambit*, Capt. SCHMITZ, 30th July, 1902 Freight.

FOR HAVRE AND HAMBURG,
CALLING AT SINGAPORE AND PENANG.

S.S. *Nambit*, Capt. SCHMITZ, 31st July, 1902 Freight.

FOR HAVRE AND HAMBURG,
CALLING AT SINGAPORE AND COLOMBO.

S.S. *Nambit*, Capt. SCHMITZ, 1st August, 1902 Freight.

FOR HAVRE AND HAMBURG,
CALLING AT SINGAPORE AND PENANG.

S.S. *Nambit*, Capt. SCHMITZ, 2nd August, 1902 Freight.

FOR HAVRE AND HAMBURG,
CALLING AT SINGAPORE AND COLOMBO.

S.S. *Nambit*, Capt. SCHMITZ, 3rd August, 1902 Freight.

FOR HAVRE AND HAMBURG,
CALLING AT SINGAPORE AND PENANG.

S.S. *Nambit*, Capt. SCHMITZ, 4th August, 1902 Freight.

FOR HAVRE AND HAMBURG,
CALLING AT SINGAPORE AND COLOMBO.

S.S. *Nambit*, Capt. SCHMITZ, 5th August, 1902 Freight.

FOR HAVRE AND HAMBURG,
CALLING AT SINGAPORE AND PENANG.

S.S. *Nambit*, Capt. SCHMITZ, 6th August, 1902 Freight.

FOR HAVRE AND HAMBURG,
CALLING AT SINGAPORE AND COLOMBO.

S.S. *Nambit*, Capt. SCHMITZ, 7th August, 1902 Freight.

FOR HAVRE AND HAMBURG,
CALLING AT SINGAPORE AND PENANG.

S.S. *Nambit*, Capt. SCHMITZ, 8th August, 1902 Freight.

FOR HAVRE AND HAMBURG,
CALLING AT SINGAPORE AND COLOMBO.

S.S. *Nambit*, Capt. SCHMITZ, 9th August, 1902 Freight.

FOR HAVRE AND HAMBURG,
CALLING AT SINGAPORE AND PENANG.

S.S. *Nambit*, Capt. SCHMITZ, 10th August, 1902 Freight.

FOR HAVRE AND HAMBURG,
CALLING AT SINGAPORE AND COLOMBO.

S.S. *Nambit*, Capt. SCHMITZ, 11th August, 1902 Freight.

FOR HAVRE AND HAMBURG,
CALLING AT SINGAPORE AND PENANG.

S.S. *Nambit*, Capt. SCHMITZ, 12th August, 1902 Freight.

FOR HAVRE AND HAMBURG,
CALLING AT SINGAPORE AND COLOMBO.

S.S. *Nambit*, Capt. SCHMITZ, 13th August, 1902 Freight.

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S.S. *Nambit*, Capt. SCHMITZ, 28th August, 1902 Freight.

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S.S. *Nambit*, Capt. SCHMITZ, 29th August, 1902 Freight.

FOR HAVRE AND HAMBURG,
CALLING AT SINGAPORE AND PENANG.

S.S. *Nambit*, Capt. SCHMITZ, 30th August, 1902 Freight.

FOR HAVRE AND HAMBURG,
CALLING AT SINGAPORE AND COLOMBO.

S.S. *Nambit*, Capt. SCHMITZ, 31st August, 1902 Freight.

FOR HAVRE AND HAMBURG,
CALLING AT SINGAPORE AND PENANG.

S.S. *Nambit*, Capt. SCHMITZ, 1st September, 1902 Freight.

Notices to Consignees.

NOTICE TO CONSIGNEES.
THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY'S
STREAMER CHUSAN.
FROM BOMBAY, COLOMBO AND
SETRAITS.

CONSIGNES OF cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon where each Consignment will be sorted out Mark by Marks, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on cargo:-

From LONDON, the C. & A. Asia,
Australia, Ceylon, Australia,
From PERSEPOLIS, GULF, B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 p.m. on the 24th Inst.

Goods so landed will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival hereafter which no Claims will be recognized.

E. A. HEWETT,
Superintendent.

Hongkong, May 23, 1902. 1101

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.
FROM YOKOHAMA AND KOBE.

The Steamship Austria being arranged, Consignees of cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWNS COMPANY, LIMITED, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent to the Office of the undersigned before noon on the 29th May, or they will not be recognized.

No fire insurance has been effected, and any goods remaining in the Godowns after the 29th May, will be subjected to rent.

Bills of lading will be countersigned by

SANDER, WILDER & CO., Agents.

Hongkong, May 23, 1902. 1102

BARBER LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
S. S. SHIMOSA.
FROM NEW YORK, STRAITS AND
MANILA.

CONSIGNES OF cargo are hereby informed that all Goods are being landed at their risk in the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWNS COMPANY, LTD., at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th Inst. will be subject to rent.

All claims against the Steamer must be presented to the undersigned on or before the 1st May, or they will not be recognized.

All broken, crushed and damaged Goods must be left in the Godowns, where they will be examined on the 29th Inst. at 3 p.m.

No fire insurance has been effected.

Bills of lading will be countersigned by

DODWELL & CO., LTD., Agents.

Hongkong, May 23, 1902. 1103

FROM HAMBURG, PENANG
AND SINGAPORE.

THE X. D. L. Steamship Sandstone, Capt. MAHON, having arrived from the above Ports, Consignees of cargo are hereby informed to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Optional cargo will be forwarded unless notice to the contrary is given before noon, today.

All cargo impeding the discharge will be landed in the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWNS COMPANY, LIMITED, and stored at Consignee's risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 29th Inst. will be subject to rent.

All broken, crushed and damaged Goods are to be left in the Godowns, where they will be examined on the 29th Inst. at 3 p.m.

No fire insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, May 23, 1902. 1106

THE CHINA MUTUAL STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.
FROM TACOMA, YOKOHAMA, KOBE,
MOJI AND SHANGHAI.

THE Company's Steamship *Norfolk*, having arrived from the above Ports, Consignees of cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at consignee's risk and expense.

No fire insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., Agents.

Hongkong, May 23, 1902. 1107

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP TACOMA.

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at consignee's risk and expense.

No fire insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., Agents.

Hongkong, May 23, 1902. 1108

Intimations.

Kinghorn & Macdonald,
Consulting Mechanical Engineers
and Surveyors.
CONTRACTORS FOR THE SUPPLY OF ALL
KINDS OF MACHINERY AND
APPARATUS.

ICE MAKING.
MESSRS. KINGHORN AND MACDONALD
are having been appointed
Agents for Messrs. J. and E. HALL'S
PATENT REFRIGERATING MACHINERY,
prepared to supply Estimates, Plans and
Specifications for all sizes of Machines.
Office: No. 12 BEACONSFIELD ARCADE—
(ground floor).
Telephone, No. 142.
Telegrams: "KINGHORN, Hongkong."
A. B. C. & AI Codes used.
JOHN W. KINGHORN,
M. J. M. R., M. I. Mech. Eng., London.
DONALD MACDONALD,
Hongkong, May 23, 1902. 1093

TELEPHONE NO. 329.

TSANG FOO & CO.

三榮
SAM WING HING,
COAL MERCHANTS,
No. 48, Des Voeux Road, Central,
Hongkong, September 21, 1901. 1058

C. E. WARREN & CO.,
BUILDING CONTRACTORS,
No. 34, Wyndham Street.

ALL KINDS OF
SANITARY APPLIANCES
AND DRAINAGE ACCESSORIES
SUPPLIED AND FIXED.

AGENTS FOR MOSAIC TILES,
Hongkong, April 7, 1902. 748

A. G. GORDON,
M. E. N. A., M. I. Mech. Eng.,
MEMBER INSTITUTION OF ENGINEERS AND
SHIPBUILDERS IN SCOTLAND,
CONSULTING MARINE ENGINEER,
AND

NAVAL ARCHITECT,
Damage, Collision and Wreck
Surveyor,
14 Des Voeux Road, Central,
Telegrams: "PENDO." 2244

E. C. WILKS & CO.

M. R. E. C. WILKS, late of Kowloon
Docks, has established himself,
under the above title, as
**CONSULTING ENGINEER AND
MARINE SURVEYOR.**

Estimates for all classes of Engineering
and Ship Work.

9 QUEEN'S ROAD CENTRAL,
Hongkong, November 1, 1901. 2251

ESTABLISHED 1872.

HOP FUNG,
SHIP CHANDLER, &c.,
Nos. 30 & 32 Wing On St. Central.

DEALER IN ALL KINDS OF
NEW IRON, METAL & STEEL FOR
ENGINEERING WORK,
STEEL BOILER-PLATES,
COPPER PIPES, GAS TUBING,
ANCHORS & CHAINS,
STEEL TEES AND JOISTS.
Hongkong, January 4, 1902. 25

MINERAL
ASSAYS & ANALYSES.

THE F. C. GARMICHAEL
CONSULTING ENGINEER,
SURVEYOR AND CONTRACTOR,
QUEEN'S BUILDINGS.

TELEGRAMS: "GARMICHAEL, HONGKONG,"
A. C. Code, 4th Edition.

Lieber's Standard Code,
TELEPHONE, 222.
Hongkong, July 2, 1901. 1579

THE
YOKOHAMA SPECIE BANK,
LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000

CAPITAL PAID-UP ... 18,600,000

CAPITAL UNCALLED ... 6,000,000

RESERVE FUND ... 8,710,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES:

TOKIO, KORE, NAGASAKI,

LYONS, NEW YORK,

SAN FRANCISCO, HONOLULU, BOMBAY,

TIENTSIN, NEWCHUANG,

PEKING.

LONDON BANKERS:

The London Joint Stock Bank, Limited,

Par's Bank, Limited,

The Union Bank of London, Limited.

HONGKONG BRANCH—Interest allowed.

On Current Account at the Rate of 2% per annum on the daily balance.

On fixed deposits for 12 months, 5% per annum.

On fixed deposits for 6 months, 4% per annum.

On fixed deposits for 3 months, 3½% per annum.

TARO HODSUMI,
Manager.

Hongkong, March 27, 1902. 839

DENTISTRY.

A. MERICAN SYSTEM.

WONG HO-SI,

SURG. DENTIST.

CONSULTATION FEE,

50, Queen's Road Central,

Hongkong, October 3, 1899. 1302

TERMS VERY MODERATE.

Consultation FEE,

Hongkong, April 24, 1900. 628

MR. CHADWICK KEW,
DENTAL SURGEON,

39, QUEEN'S ROAD CENTRAL

OFFICE HOURS: 9 A.M. TO 5 P.M.

Hongkong, March 18, 1901. 625

Interest allowed on Current Accounts at the Rate of 2% per Annun on the Daily Balances.

On Fixed Deposits for 3 Months ... 3%

" " 6 " ... 3½ "

" " 12 " ... 4½ "

E. W. RUTTER,
Manager.

Hongkong, January 18, 1901. 1970

Banks.

**HONGKONG AND SHANGHAI
BANKING CORPORATION.**

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Sterling Reserve ... 4,250,000

RESERVE LIABILITIES OF \$10,000,000

PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

R. SHEPPARD, Esq.—Chairman.

A. HAUPP, Esq.—Deputy Chairman.

C. W. DICKSON, Esq. | A. J. RAYMOND, Esq.

E. GOOTZ, Esq. | H. SCHUBART, Esq.

G. H. MEDBURGH, Esq. | H. W. SLADE, Esq.

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For 3 months 2½ per cent. per annum.

THE CHINA MAIL.

SATURDAY, MAY 24, 1902.

CHURCH SERVICES.

CHURCH OF CHORAL SERVICE AT ST. JOHN'S CATHEDRAL.
TRINITY SUNDAY—(MAY 25).

Morning (11 a.m.)—Responses, Tallis; Cantus, Ouseley in G. Puritan Tunes; Lessons, Duran and King; Te Deum; Canon in E flat; Sanctus; Sanctus in D (8th E); Anthem, "Holy, Holy, Holy"; Sanctus, "Hymn, 553"; Kyrie; B. Smith in E flat; Offertory Hymn, 391; Evensong (6 p.m.)—Responses, Tallis; Purcell, Gazette, Walmisley and Taylor; Magnificat, Gos in D (8th E); Nunc Dimittis; Postor in E flat (E); Hymn, 169; 22 and 414; Vesper Hymn, Ward (2d); Voluntaries, "Offertere", "Bistum"; "Gloria", "Sicut."

UNION CHURCH—SUNDAY, MAY 25.

Han—Hymn, No. 29 (2nd Tune); John (Goss); Psalm, No. 1 (Dow); Chant, Robinson; Anthem, No. 50 (Cawdron); Canon; Sanctus in D (8th E); Anthem, "Hymn, 553"; Kyrie; B. Smith in E flat; Offertory Hymn, 391; Evensong (6 p.m.)—Responses, Tallis; Purcell, Gazette, Walmisley and Taylor; Magnificat, Gos in D (8th E); Nunc Dimittis; Postor in E flat (E); Hymn, 169; 22 and 414; Vesper Hymn, Ward (2d); Voluntaries, "Offertere", "Bistum"; "Gloria", "Sicut."

A. R. MARTY.

THAMES, British steamer, 2,198, G. R. Satchell, Kitchee May 18, Coal.—MITSU BESAN KAIWA.

Korea, Russian steamer, 3,600, Mygind, Singapore May 19, General.—MELCHERS & CO.

BANGKOK, German steamer, 1,267, Ehlers, Bangkok May 16, Rice.—CHINESE.

BRUGES, French str., 503, M. Merle, Haiphong and Hanoi May 24, Rice and General.—A. R. MARTY.

HANOI, French steamer, 746, P. Merle, Haiphong May 22, General.—A. R. MARTY.

THAMES, British str., 820, A. J. Robson, Swatow May 23, General.—DOUGLAS STEAMSHIP CO.

ALEXANDRA, British str., 1,000, A. J. Robson, Swatow, Canton, Macao, etc.—DOUGLAS & CO.

KEMPSTON, German steamer, 1,116, T. Lewis, Bangalore May 18, Rice and Wood.—MELCHERS & CO.

SMART, Hymn, No. 159 (Very Delightful), Dykes, Hymn, No. 359 (St. Matthew), Croft, Hymn, No. 198 (Australia), Haydn, Hymn, No. 499 (Tallis' Canon).

HONGKONG, British str., from Canton.

DEPARTURES.

MAY 24.

BALIBARAT, for Europe, & Cheetai, for Bangkok.

TASHIEN, for Shanghai.

ANGPING MARU, for Swatow.

PERIA, for Manila.

HIPPO, for Saigon.

ARRIAT, Apia, for Singapore and Calcutta, for Singapore and Trieste.

ASTORIA, for Bangkok.

MIKE MARU, for Singapore and Bonin Bay.

MAGNIFICENT, Henley, Name Dimitius, Battisfield; Hymns, 529, 325, 32.

The Mission church "Springhill" will visit the ships between 9.15 and 10.30 a.m. and between 5.15 and 6 p.m. (Kowloon Ferry Pier 10,30 and 10), to bring men ashore to the services returning afterwards. The "answering pennant" is the call flag. Strangers welcome. All seats free.

GOSPEL HALL.

6, Lonsdale Street, Top Floor.
Off Queen's Road East.

Meetings are held as follows:—

Sunday—Act 2, 2.42, 11 a.m. Gospel Address, 8 p.m.

Tuesday—Soldiers' & Sailors' Bible Class, 6 p.m.

Thursday—General Bible Class, 6 p.m.

Saturday—Prayer Meeting, 6 p.m.

NAVAL DEPT., KOWLOON.

Sunday Service—6 p.m.

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Mr. J. W. Brown Mr. & Mrs. Milton

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Mr. D. H. Cameron Mr. I. Moore

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child Mr. A. J. Pitcher

Col. and Mrs. Digby and Mrs. J. H.

and servant Plant & Miss Plant

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Mr. T. Edwards Mr. T. W. Scheidt

Mr. F. E. Feinstein Mr. C. S. Schram

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Mr. G. G. O. Hillmann Mr. and Mrs. Warren

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SHIPPING.

ARRIVALS.

May 23.

ZAFIRO, American despatch-vessel, 900, Whilton, Cavite May 20.

May 24.

SHIREY, British steamer, 2,198, G. R. Satchell, Kitchee May 18, Coal.—MITSU BESAN KAIWA.

KOREA, Russian steamer, 3,600, Mygind, Singapore May 19, General.—MELCHERS & CO.

BRUGES, German steamer, 1,267, Ehlers, Brugge May 18, Rice and Wood.—MELCHERS & CO.

BEIJING, German steamer, 1,267, Ehlers, Brugge May 18, Rice and Wood.—MELCHERS & CO.

BRUGES, German steamer, 1,267, Ehlers, Brugge May 18, Rice and Wood.—MELCHERS & CO.

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BRUGES, German